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Hongkong, 7th July, 1910.

The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 12, 1910.

ISLAND KINGS.

The death of George Clunies-Ross, the "King of the Cocos," calls to mind numerous instances that have occurred in the Eastern Archipelago of Britishers who have established themselves a time or another as sovereign rulers over an isolated island or island groups. It is not so very many years ago that King O'Keefe of the Caroline Islands ceased to visit Hongkong periodically. King O'Keefe was a very worthy man. When his little schooner with her cargo of copra came sweeping into our Harbour there was no salute fired from the fort such as his royal designation might have demanded; and if he did not pay an official call on His Excellency the Governor when visiting Hongkong, he at any rate never failed to "make things lively" for his friends during his sojourns in the port. King O'Keefe was lavishly open-handed. He was generally credited with immense wealth as the result of his administration of and operations in the Caroline Islands, but although he was the possessor of valuable property, his fortune, he has himself assured us, was very much over-estimated. However, in this garrulous world, especially when a halo of romance overhangs a personage as in the case of King O'Keefe of the Carolines, the imagination of the narrator of a strange life history is prone to wander into the realms of pure fancy. When King O'Keefe's little schooner left Hongkong for the last time and disappeared for ever in a typhoon there were many friends in Hongkong who mourned over his fate. Yet the manner of his death was just of that kind that was worthy of that big-hearted, roving, sea-loving man. King O'Keefe had his residence on Yap at the western extremity of the Carolines, which, by the way, are about thirty in number and lie to the East of the Philippines. The group is rarely visited nowadays by navigators. Of the Eastern Island Kings, the greatest, of course, is Rajah Brooke of Sarawak, who exacts royal honours from the fort at Singapore when his yacht steams into the Harbour. The story of Sarawak is too well known to need recounting here, but it is full of romance and never loses interest. Originally, the territory of Sarawak was acquired with sovereign

rights by Sir James Brooke in 1841. Under his rule the conditions of life in that part of Borneo were vastly improved and today there is no better administered tract in all the dominions that owe allegiance to the British flag. The present Rajah, H. H. Sir Charles Johnson Brooke, G.C.M.G., is a nephew of the first Rajah. Sarawak was made a British Protectorate in 1881. Then there is the case of Robert Louis Stevenson, the uncrowned King of the Hawaiian Islands, who now lies sepulchred on a summit of the Samoan mountains that he loved so well. While in life R. L. Stevenson had more say in the administration of the island government than was possessed by the Head Chief himself. And as every one knows, R. L. S., as he liked to style himself, was a man of shy and modest temperament whose last desire would have been the assumption of arbitrary dominion over a territory or a people. Yet so great was the estimation in which that gentle nature of his was held by the native Chief that they could not even undertake the making of a new road without consulting him as to the advisability of the route proposed. Any one who visits Samoa at the present day cannot but be struck by the many improvements effected for the public good under the kindly rule of Robert Louis Stevenson. In the Cocos Islands, again, we meet with another instance of a Britisher unaided setting up a government of his own in splendid isolation. True, the Cocos Islands are now incorporated in the Straits Settlements but before being put under British protection in the '80's they were ruled independently by the original King Clunies-Ross and his descendants for more than half a century. The late "Superintendent," as the title now goes, was studying engineering in Glasgow when he was recalled to assist his father, John George Clunies-Ross, in the administration of the islands. In 1901 the seclusion of the coral group was broken by the cable and the establishment on the islands of a staff to work it, but in their remoteness from civilisation they still retain a little world apart. Money is unknown, and the parchment notes of George Clunies-Ross remain the sole medium of exchange. In spite of the absence of police and soldiery, perfect order prevails and crime is a rare thing. Sydney Clunies-Ross, great-grandson of the original King of the Cocos, now holds sway. Then there is the case of the Friendly Islands, whose present population are mostly descendants of the Bounty crew. The form of government existent in that secluded group is said to be arcadian in its simplicity and beneficence, and there, again, there is recognised King, whose name, however, we know not. On Singapore island there lives a remarkable personage who claims kingship, or something akin to it, over a certain portion of the foreshore on the Tanjong Katong side. This recluse is known as Prince Tzar and claims 40 bc of the Russian blood royal. Perhaps some may remember that his consort, who was then known as Countess Tzar, made a melodramatic appearance in the Parisian courts of justice three or four years ago in connection with a big jewellery transaction. The Prince has repeatedly been summoned by the Chinese proprietor for illegal possession of his tiny kingdom, but he positively refuses to budge and defends his own case in court whenever necessary. In the recent Coloway affair we saw how Generalissimo Leung of the pirate band had set up a lawless kingdom of his own on that rocky island, where he defied law and authority and whence he made periodical descents upon the surrounding territory and passing shipping. Leung, of course, hardly comes within purview of this article, which was intended to deal only with the Europeans who had set up kingdom of one kind or another in the East. But it forms a sort of corollary to the occupation of Green Island by Chinese pirates in the early days of our Colony. These desperadoes lived under the undisputed rule of an Englishman, whose name, however, has not been handed down to posterity. There he lived and ruled his subjects for some years, it is said, before the approach of a squad of British gunboats drove him from his dominion. It may be within the recollection of some readers that about ten years ago two Australian brothers took up arbitrary possession of a little-known valley in the neighbourhood of So-kon-poo in Hongkong. They had spent most of their lives in the Australian bush and could not abide to live in the town. So they assumed a tract of ground, built themselves a shack, delved a garden, and lived the simple life. So far as we know they were never disturbed in their non-righteous occupation of the land. Those two "Kings of So-kon-poo," as they were nicknamed by the few who were aware of the existence of their primitive domicile, have now gone from their place of abode and in all probability have sought again the utter seclusion which to them was so desirable and which the bush alone affords.

We notice that our evening contemporary reprints an article entitled "In Rubber Land" the "Pioneer Life" and credits it to *The Asian*. The said article was specially written for, and appeared originally in, the columns of the *Hongkong Telegraph*.

LOCAL AND GENERAL.

THE CHINA SUGAR REFINING CO., LTD., are paying an interim dividend of five dollars per share.

THE RECEIPTS OF RUBBER AT PARA for first half of July were 1,750 tons, including 1,000 tons held up at Mapea.

THE CANADIAN GOVERNMENT has introduced a Combio Investigation Act similar to the Australian Anti-Trust Act.

A KENTUCKY BAPTIST MINISTER, who was under suspension, attempted to re-enter his pulpit, and in a struggle with his substitute, had his throat cut and died.

IN THE COURSE OF AN ACTION in the Summary Court this morning, it was mentioned that the rate of interest charged by a certain money-lender was 50 per cent.

IN THE SUMMARY COURT this morning, P. Pickford, sued Messrs. Palmer and Turner, architects, to recover the sum of \$51.50. The case was adjourned for a week.

THE CHINESE COMMUNITY OF SINGAPORE are starting a weekly paper which will be known as the *Wah Ky Sun*. The journal will be published in English, and will deal with local and general news.

THE AUCTION SALE OF SECTIONS E. F. AND G. OF MARINE LOT NO. 116, together with the messuages thereon respectively, and being respectively Nos. 5, 3 and 1, Stone No. 14 Lane, has been withdrawn.

REUTER WIRE from Lisbon that Captain Beltram and Lieutenant Solano Almeida fought a duel with pistols as the result of a private quarrel. At the third shot Lieutenant Almeida was wounded in the hand and fainted.

THE INDO-CHINA GOVERNMENT has decided upon establishing wireless telegraph stations between Saigon and Ha Noi in Tonkin—a distance of about 940 miles. The postal department, with the help of specialists, will take the work in hand.

LIU LUI KONG and **LIU KWAI**, accountant and tailor, respectively, of 128, Shaoghai Street, Yau-mai, were charged before Mr. J. R. Wood at the Magistracy this morning with setting fire to the Cheong Wo shop at Yau-mai with intent to defraud Messrs. Meyerling and Company, the local agents of the Liverpool, London and Globe Insurance Company of the sum of \$5,500 on the 8th inst. The case was remanded. Inspector Macdonald prosecuted.

BOILER ADVERT.

PASSED BY S.S. "GLENNHOLE."

The *s.s. Glenhol*, which arrived from Singapore to-day, reports strong monsoon with fine, clear weather. The vessel passed a Cornish boiler, apparently intact, at 8.50 a.m. on the 11th inst., in Lat. 5°14' N. and Long. 106° 51' E.

WOOL AND SHEEP IN JAPAN.

THE AUSTRALIAN TRADE.

The Minister for Agriculture desires to draw attention to a report which has been received from Mr. J. B. Lator, Commercial Commissioner for New South Wales in the East, regarding the prospects of this State's trade with Japan in sheep and wool.

The report was asked for in connection with an article that appeared in the columns of a weekly newspaper published in Sydney regarding this question, and which seemed to indicate that America was well to the front in this matter. The statements in the article referred to regarding the amount of wool and woollen goods annually imported into Japan are admitted, but the report shows that, with the exception of small importations not exceeding £1,000 in value, the whole of the wool imported comes from Australia, England, and Europe, while in the manufactured materials—the bulk of the importations come from England, France, and Germany, and are for the most part manufactured from Australian wool.

As an illustration of these facts, it is pointed out that during the first quarter of this year the total importations of wool to Japan equalled £355,045 6s, Australia's share amounting to £219,236, and this latter amount is £1,587 4s more than the value of the total imports for the year 1909.

It is therefore apparent that Australia's wool trade with Japan is on a very firm basis, and as the Commercial Commissioner says: "No stone will be left unturned in keeping the resources of this country prominently before the Japanese."

In dealing with the sheep themselves, Mr. Lator points out that the proposal to establish sheep farms in Japan, also referred to in the article, would probably meet with disaster, as the absence of natural grass, so plentiful in Australia, would be a great obstacle in the way of success.

Some three years ago the Japanese Government gave the matter their consideration, but so far nothing has resulted but a Japanese student who visited Australia for the purpose of obtaining information on this question, is now lecturing in Japan on the virtues of Australian wool as compared with that of other countries.

It is at the same time indicated that there is a much likelihood of sheep being imported into Japan for killing purposes, and that unless the Government of that country can be induced to lower the duties on frozen mutton the trade in that direction must also remain dormant.

No doubt can, therefore, exist as to Australia's position regarding this matter, and if further evidence is required reference to Mr. Lator's annual report for the past six years (Bulletin Nos. 2, 10, 19, 28, 36, and 40) will furnish further details. These bulletins may be obtained from the Director of the Immigration and Tourist Bureau, Martell place, Sydney.

Canton River "Pool."

EXTENSION OF AGREEMENT.

NEW FREIGHT "POOL" LIKELY TO BE INSTITUTED.

Our readers will remember that early in June we published exclusive information concerning the formation of a "pool" by the owners of British, foreign and Chinese steamers trading on the Canton River. At that time we stated that the agreement then signed by the interested owners was merely a tentative compact susceptible of renewal at the termination of what may be termed a trial run, if it were found that the workings under the provisional arrangements were satisfactory to all concerned. That agreement was made to cover a period of three months. The term which the agreement covered is now about to lapse and we learn that all the parties interested in the matter express the

DUTY OF SATISFACTION.

with the results attained. From interviews with a representative has had with various Chinese gentlemen interested in the river steamers trading to Canton, it is to be gathered that the provisional agreement is on the point of being ratified and that it will be extended to cover a period of one year from September next.

The satisfaction involves certain slight modifications whilst retaining essentially the main provisions and stipulations of the original deed. From reliable sources, we learn that the alteration to be made refer principally to the distribution of the profit earnings on Chinese passenger fares—though on this point our representative has not been able to obtain absolute verification. "The three months"

EXPERIMENTAL WORKING.

has resulted in a more equitable distribution of the fare profits, which should serve to ensure fairer conditions all round, so that the smallest steamer concerned in the working of the "pool" will enjoy the same advantages, proportionately to the passenger fares earned, as do the larger and better equipped British and foreign vessels.

We understand that the steamers that are affected under the new combine are the *Kia-shan* and *Fai-han*, of which the Canton and Macao Steamboat Company and Messrs. Butterfield and Swire are the joint owners; the French boats *Paul Mar* and *Charles Hardoin*, of the Messageries Cantonaises, enjoying a subsidy from the French Government; *Kwong Tung* and *Kwong Sai*, of which that popular Chinese gentleman, Mr. Chau Siu-ki, is the general manager; the *Hoi Tung* and *Hoi Ming*; and the *San A-hung*—nine boats in all, being inclusive of every steamer presently trading on the Hongkong-Canton run, with the exception of the *Hongkong* and *Honam*. We have heard a renewal of

THE MOURN.

that a Chinese-Japanese combination is likely to enter into competition on the Canton trade route for both passengers and freight, but we have what we consider reliable information to the effect that such a rumour is without substance. Indeed, we have sufficient knowledge of the business acumen of our Japanese friends to doubt that such competition will ever be instituted.

The capital represented by the signatory parties to the new combine is so great as to render futile any attempt at encroachment on this special trade. The combine is strong enough to withstand almost any opposition. Another factor tending to discourage new opposition against the combine is that, in effect, all export cargo from Canton, i.e., merchandise shipped from that large centre of trade for export to Europe and America is booked by the European-owned lines of steamers. On the British company, as a matter of fact, the directorate is composed of merchants who control practically the entire export trade in Canton whether as regards the valuable and more payable silk cargo, the greater part of the mat trade, or the "chow-chow" cargo, as miscellaneous freight is designated.

SHIPPED AT CANTON.

for export to the Continent or to the United States. On the other hand, we have it on indisputable authority that the import freight from Hongkong to Canton is similarly controlled by the river lines already existent. Many of the Chinese merchants here are part owners, and directors as well, of the Chinese shipping companies whose steamers ply to Canton. Apart from the present combine, which, as has already been stated in these columns, applies solely to passenger fares, it is understood the Chinese companies have under consideration a proposal to institute a freight "pool."

It should, perhaps, be explained that this proposed freight "pool" does not in any way concern the British and foreign companies, but aims only at a protective working arrangement in the interests of the Chinese lines operating on the Canton River. According to information received by us, this combine is intended to combat the

PROSPECTIVE COMPETITION.

likely to ensue upon the opening of the Kowloon-Canton Railway. This is a subject which a special contributor to our columns dealt with at considerable length some time ago, and some of his statements and assertions were in fact controverted by another contributor in the columns of the *Hongkong Telegraph*.

To go back to the question of the British, foreign and Chinese combine, we have instigated inquiries with special reference to the optimistic opinion expressed by Mr. Robert Shaw, chairman of the Hongkong, Canton and Macao Steamboat Co., Ltd., at the half-yearly meeting of the Company on the 9th instant. On that occasion, Mr. Shaw remarked:—"I may say the current half year has opened encouragingly and I trust when we meet again we shall be able to show an improvement on the result of the past six months' working."

It may be safely assumed that upon the new basis for distribution of profits there are likely to be increased earnings upon passenger fares of between 20 and 25 per cent. net for each of the parties signatory to the "pool" agreement. In the case of the companies owning steamers of larger tonnage such an increase is by no means to be despised. Whether or not our forecast is likely to prove correct cannot be ascertained until another six months have passed, when the balance-sheets of the steamship companies will have been published and their reports placed in the hands of shareholders.

ALLEGED DETENTION OF GOODS.

JURY CASE MENTIONED BEFORE THE PUENTE JUDGE.

Before Mr. Justice Haselard, Acting Puisne Judge, in the Summary Court this morning, Donald Harvey sued the Robinson Piano Company, Limited, to recover the sum of \$600, as damages for an alleged detention of goods belonging to the plaintiff. Mr. Leo d'Almeida appeared on behalf of Mr. P. Sydenham Dixon, of Mr. R. A. Harding's office, as representing the plaintiff and Mr. F. Paget Hett, of Messrs. Brutton and Hett, was for the defendant.

Mr. Hett—I ask for pleadings.
Mr. Almeida—Yes, my Lord, pleadings and an order for a jury.

Mr. Hett—I don't know anything about the application for a jury.

Mr. Almeida—Those are my instructions. The claim is for damages for wrongful detention of certain articles.

Mr. Hett—This question of a jury has just been sprung on me.

His Lordship—The question can be settled after the pleadings have been filed.

Messrs. Almeida and Hett (in chorus)—As your Lordship pleases.

IN AID OF THE POOR.

CHARITABLE APPROPRIATIONS.

[From Our Own Correspondent.]

Canton, 11th August.
At a meeting held yesterday at the Oi Yuk Charitable Institution the Committee of the Flood Relief Funds agreed to the appropriation of a sum of twenty-five thousand taels from the reserve funds towards the funds for the extension of cheap rice distribution in Canton. The Taotai for the Development of Native Industries, Chan Mong Tang, has also been approached by the committee of the charitable institutions to grant a further sum of 5,000 taels from the Government treasury in aid of the relief measures for the benefit of the people.

PIGBONS AS BIG AS TURKEYS.

UNDEVELOPED DUTCH NEW GUINEA.

"There are pigeons there as large as turkeys. That's one thing you can get, fine pigeon shooting—even if you're a bad shot!"

Mr. G. Shortridge, the member of the British Museum's zoological expedition in Dutch New Guinea, who is now in Sydney, added a little to what he had already told *The Daily Telegraph*. "Of course," he said, "they don't fly like an ordinary pigeon—more like a hen. We had great sport with them. And there are tree-climbing kangaroos, like those you have in North Queensland, and butterflies as big as cats."

Mr. Shortridge added that there were also mosquitoes—he did not say how large. "The Dutch haven't touched the country," said he. "There are not many roads in Dutch New Guinea, but in Dutch New Guinea there are none. I haven't been to the two Dutch settlements, at Fac Fac and Merak, but they are only villages, with a few soldiers, just to show the territory is Dutch. Nearly all the country we have seen so far is under water, or at least marshy. If you leave one river you strike another. There are sago palms, and wild rubber, and all sorts of tropical plants. But to develop the country you would want a thick population, like there is in Java. In Dutch New Guinea the population is thin, and the natives are lazy. They live on sago and fish and hunting. The women hunt as well as the men. The women do pretty well all the work. I think the men are the laziest men I ever saw. They don't do anything at all. When we came up they would sit in front of their huts and stare at us all day long."

"Our carriers are Moluccans. We have a good many, because we had to carry everything with us, all our food as well as the rest of our outfit. Now and then we'd shoot a pigeon or a wallaby, but you can't depend on hunting. The natives are no good as carriers. They are all right when you first strike a village, but as soon as the novelty has worn off, and they have done all the trade they want, they won't do anything. We paid them in colored cloth and axe-heads. When a native gets an axe-head he thinks his fortune's made, because they have to hollow out their loaves with sharpened stones. And we brought a lot of colored vests. They were great on them, but a vest wouldn't be worth quite as much as an axe-head. The carriers break up easily out of their own country; they get sore foot, and all sorts of things. But though they are so lazy, the tribes we came across have been peaceful enough. I believe the Dutch have had some trouble at Merak. But the tribes have different languages and don't mix with one another much, so some may be warlike and others peaceful."

"The real work of our expedition will begin only when we get to our final base or operations, up at the foot of the Snow Mountains. We have got 40 miles up the river now. Then we shall strike across more of the flat marshy country for another 50 miles or so on toward. That won't bring us near British territory; these marshy areas are in about the middle of Dutch territory."

"We are making only a preliminary collection. It's a pity we have no collectors with us, because there may be all sorts of metals. You can see plenty of copper striking up. We expect to find new birds of paradise, and animals like those in North Queensland. No, we don't believe there's much chance of finding any of the big animals extinct in Australia. There may be fossils, of course. We shall like to find them but it's not at all likely. We don't go in for stuffing the skins—we dry them. They will be stored in the museum for reference; we want them to last hundreds of years."

"The natives put on old clothes they get to queer uses. If you give a man a coat he'll very likely wrap it round his head."

The India Rubber Journal is presenting a silver shield, value 100 guineas, for the best sample of Plantation Para rubber shown at the 1910 International Rubber and Allied Trades Exhibition.

A CONTRACTOR'S CLAIM.

APPLICATION FOR PLEADINGS AT THE SUMMARY COURT.

Before Mr. Justice Haselard, Acting Puisne Judge, in the Summary Court this morning, Lam Woo, contractor, sued J. Baker to recover the sum of \$1,000, being amount due for work done and material supplied. Mr. F. P. Hett, of Messrs. Brutton and Hett, appeared for the plaintiff and Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, represented the defendant.

Mr. Looker—I would ask your Lordship to make an order for pleadings.

Mr. Hett—I'm quite ready to supply my friend with pleadings.

The case was adjourned.

CANTON OPIUM SMOKERS.

RENEWAL OF LICENCES.

[From Our Own Correspondent.]

Canton, 11th August.
The annual renewal of the opium smoking permits, which are in the form of wooden boards, will take place from the 1st day of the 9th moon. In the city of Canton the number of such wooden board permits issued by the Anti-Opium Association to opium smokers last year was 36,800, while up to the present there are about only 20,000 applicants who have been registered at the Association for the renewal of their permits this year.

From these figures it will be seen that prohibition against opium smoking has been attended with excellent results in Canton. With a view to the more rigorous enforcement of the anti-opium regulations, the members of the Association have submitted a suggestion to the officials that opium smoking permits, now in the form of wooden boards, should be changed to tin plates; or if wooden boards are to be retained, their size should be increased to 3 feet by 5 feet each for the coming year, in order that the holders of these permits may not conceal them either in their pockets or do them up in wrappers when going to buy opium.

NEW E. AND A. LINER.

LAUNCH OF THE "ST. ALBANS."

At high water on the 10th May Messrs. Workman, Clark, and Co., Ltd., Belfast, launched on their South Yard a new steamer, designed and built for the Eastern and Australian Steamship Company, Ltd., London. The new vessel has been named *St. Albans*, and is 381ft. in length, with a gross tonnage of about 4,500, and she will trade between Australia and the East. Accommodation for about 65 first-class passengers is provided for in commodious state-rooms, arranged for one and two persons, on the bridge and upper decks, and for 36 second-class passengers in large four-berth rooms at the after-end of the bridge space. The first-class public rooms include a spacious and well-lighted dining saloon, a tastefully furnished drawing-room, and a comfortable smoke-room. The second-class passengers are provided with comfortably furnished dining saloon, lounge, and smoke-room. Accommodation for European steerage passengers has been arranged in the poop space, and Chinese steerage on the main deck forward.

As the vessel is intended for service in tropical climates, special attention has been given to the ventilation of the passenger accommodation throughout the vessel. The cargo space is divided into four holds, and one of these has been insulated and prepared for the carriage of frozen meat, while the 'ween deck space over this hold has also been insulated, and fitted up for meat and fruit cargoes and perishable stores. For the preservation of these cargoes and stores a plant of refrigerating machinery has been installed. Each of the holds is furnished with a large hatchway, suitably equipped with steam winches, derricks, and other appliances necessary for expeditiously handling general cargo.

The propelling machinery consists of a set of triple expansion engines, having all the most modern improvements and auxiliaries, and supplied with steam from four single-ended steel cylindrical multibore boilers, working under forced draught. The vessel has been built under special survey for the highest class in Lloyd's, and fulfils the requirement of the British Board of Trade.

CHINESE IN THE STRAITS.

HONGKONG ARRANGEMENT GIVES GOOD RESULTS.

The annual report of Mr. C. J. Saunders, secretary for Chinese Affairs, has been published and shows that the total number of immigrants from China in 1909 was 15,753, the lowest number for the last 10 years, and 1,700 below the figure for 1908—a decrease of 10 per cent. The decrease in 1908 was attributed to the imposition of 14 and 10 days' quarantine during the second and third quarters of the year. The continued decrease in 1909, he says, can only be attributed to trade depression on this side and to good harvest in China. The arrivals in Hongkong numbered 43,553, a decrease of 8.6 per cent. below the number in 1908. The number of unpaid passengers, i.e., persons who obtain free passages to the Colony in consideration of entering into contracts for service on arrival in the Colony, was 13,370, a further decrease of 25 or 26 per cent. The proportion of unpaid passengers to total number of adult male immigrants remained the same as in 1908. Of these unpaid passengers 11,627 signed contracts; 971 were redeemed by relatives and friends; 193 were returned to China; 24 were discharged in Singapore; 220 absconded on landing or from day to day, and also died. There were 271 immigrants remaining in default on the 31st October 1909. The arrangement with the Hongkong Government, by which no arrival from the river is recognised here as an unpaid passenger until he has been previously acknowledged by his employers, before the Right Hon. General, Governor, has continued to work well.

A cabinet of maps of the Straits for which a large sum of money was paid by the Straits Settlements Government, and which was presented to the Straits Settlements Government by the Straits Settlements Government, has been presented to the Straits Settlements Government by the Straits Settlements Government.

TAPPING AND SPACING.

EXTRAORDINARY YIELD BY SINGAPORE TREE.

In the last issue of the Agricultural Bulletin (Strait) Mr. H. N. Ridley gives a great deal of valuable information about rubber trees. Full comprehension of the article is impossible without the statistical tables accompanying, but the extracts below give a general outline of his remarks:—

Throughout the East all plantation rubber is obtained by some method of excising the bark whereas in Brazil the process is one of incision. This latter method has been fully tried in this garden and discontinued for the reason of slow bark recovery of the incised wounds, combined with the poor return of latex—although in Brazil it is claimed that the amount of rubber is higher per tree. This is very doubtful and probably refers to the average of old trees compared with young trees in the East. From one of the oldest and largest trees in the Singapore Garden 1,545 lbs. of latex were obtained in three periods of tapping during 1909 resulting in 56 lbs. of rubber. This tree was actually excised on 80 days only for one year.

The double herring-bone method (of tapping) something like 4 or 5 pairs of full V's—has proved too expensive in bark excision and the single herring-bone method—a vertical channel with 4 or 5 half V's, or oblique excisions at an angle of 45° about 1" apart—is now adopted. This is the most practical method, both as regards yield of latex or economy of bark and provided the excising of bark is carefully done, i.e., the excisions are uniform and not too deep, improvement would appear to lie in the direction in which the latex is collected rather than by the method of tapping. To retard the rapid coagulation of latex on a practical basis is a problem which does not admit of an easy solution.

YOUNG AND OLD TREES.
Para rubber is a crop which, if the plantations in the East are carefully tended, might be continued for 60 years. The life of a tree or estate may be lengthened, or shortened by the treatment accorded, but the real test of successful cultivation in view of prospective crops depends entirely on the annual increment of growth of the trees—It is an indisputable fact that the ratio of yield increases with the size of a tree, both in respect of dry weight of rubber and better latex-producing rubber. The difference in the quantity of latex between young and old trees of nearly the same aggregate girth is not very large, although variable; it is evident, however, that the ratio of output to the volume of latex between young and old trees is considerably higher in old trees than in young.

No. of Trees	Total Girth	Latex	Dry Rubber
50	22' 5"	5,511	37 lbs.
120	27' 10"	8,433	43 "
100	28' 10"	9,081	48 "
50	20' 9"	3,113	75 "

In previous reports we have called attention to the necessity of wide planting as the most important factor in the annual increment of growth of rubber trees. Such increment, we consider, should not be less, for the average of an estate, than two inches per annum between the third and thirtieth years.

The increment of growth of para trees is variable according to situation, soil, humidity; but the ratio of increment also varies according to the age of the tree.

We would estimate the ratio of growth where the general conditions are fair as follows:—
From 5 to 15 years 3 to 4 inches per annum.
" 15 to 20 " 2 to 3 " " "
" 20 to 30 " 1 to 2 " " "

The normal increment of growth, however, may be modified in any particular year through prolific seedling. It has been ascertained with oaks and beeches in temperate countries that the annual concentric ring of new wood may be reduced as much as 50 per cent. as a result of heavy seedling.

CHECKING THE GROWTH.

There is a far more important cause which checks the normal growth of Para trees when overcrowded. With trees in general there is usually some excess of food assimilated which gradually accumulates until exhausted or disposed of by a heavy crop of seeds; but in rubber trees regularly tapped, the plant food formed by the tree has not only to provide the formative substance of a seed crop—as well as find nutriment for the cambium zone, but it has also to furnish material for new cell walls which are regularly formed as tapping proceeds. To meet this extra demand well developed trees with abundance of leaves—really manufacturing organs—are necessary, but as a consequence of overcrowding and the resulting struggle for existence a small crescent of leaves manages to reach the light and such diminished organs are incapable of elaborating the necessary food.

A Para tree always obtains a minimum supply of latex and the loss sustained by tapping is compensated for by an increased intake, and storage of water which gradually affects the colour and volume of latex exuded and although there is shrinkage or loss of weight in proportion to volume such loss is more than compensated for in the increased volume of latex. We would add that, in our opinion, coloured rubber is the strongest.

DANGER OF CLOSE PLANTING.

The progress or condition of an estate should not be considered from the view of yield of latex, as this may be good as long as the bark lasts and quick bark renewal can only be effected when the increment of growth is satisfactory. Overcrowded trees are the first to suffer. The cambium zone is starved and instead of an increment of growth of some inches, the annual concentric ring is scarcely perceptible and bark renewal is not only slow but the new bark is thin and very slightly latex bearing. How far growth may be checked, or rather the alarming extent to which growth may be checked, is shown by the following figures in which trees closely and widely planted are compared. The closely

planted trees are now 24 years old planted on a triangular piece of ground measuring 1 Rd., 34 P., and contains 322 trees. There is an outside row of 38 trees which were planted a little earlier and are somewhat better spaced and have a much larger supply of light, air, and root room. The increment of growth for the past 6 years is as follows:—
38 outside trees increment for 6 years=84 inches or 14 inches per annum, 284 inside trees increment for 6 years=44 inches or 7 inches per annum.

In other parts of the garden where the spacing of trees has been better the increment of growth amounts to 13 inches for 6 years or 2 inches per annum.

Trees at 20 years old should be 30 feet apart. Estates therefore intended to last for a full period of 60 years, should be spaced well apart or they will not continue to yield fully for the whole time. A hundred and fifty large trees planted far apart and allowed to attain their full development are actually more valuable than five hundred smaller crowded trees of the same age, though these have a larger tapping area of bark. It may be noted, too, that not only would they actually produce a large and better quality of caoutchouc but they would also be cheaper to tap.

SCOTT ANTARCTIC EXPEDITION.

GEOLOGIST ARRIVES IN MELBOURNE.

Mr. T. G. Taylor, B.A., B.Sc., who is to accompany Captain Scott's expedition to the Antarctic, has arrived in Melbourne. Mr. Taylor received the greater part of his education in Sydney, where he arrived when only a child. He studied geology and other subjects at the Sydney University, under Professor David, and then proceeded to Cambridge. His career at the English University was an eminently successful one, and, as a result of his researches into the glacial geology of the Swiss Alps, the University authorities recommended that he should accompany Captain Scott's expedition to study the glacial conditions in the Antarctic.

In the course of a brief interview to-day, Mr. Taylor said his investigations in Europe in the Alps showed that there was little doubt that many thousands of years ago, perhaps 20,000, the same conditions prevailed in Europe as now obtain in the Antarctic. All the huge glaciers, rivers, and gorges in Switzerland, and the soils of Central Europe bore evidence of having passed through the ice age. The subject was at present occupying a great deal of attention in scientific circles in Europe, and he was going with the expedition to prosecute his investigations, and to discover how the geological features of Europe and Antarctica compared.

Almost simultaneously with his acceptance of the position as a member of the expedition, Mr. Taylor was appointed a member of the scientific staff of the Commonwealth Meteorological Department, and he entered upon his duties shortly after his arrival. The department has granted him eighteen months leave of absence while away with the expedition and Mr. Taylor will, if possible, also give some attention to the meteorology of Antarctica. The Terra Nova left Cardiff for Australia last in June, and will stay in Sydney and Melbourne for a few weeks during September and October next. She will then sail for Lyttelton, and the journey south is expected to be commenced about November.

DEATH SENTENCE.

PASSED ON THREE WOMEN.

The trial was concluded in the Criminal Court in Melbourne recently of Elizabeth Downey, Clara Pennington, and Minnie Long, on a charge of having, at North Melbourne on May 7 last, murdered Isabella Nelson McCallum by means of an illegal operation. Each of the accused was found guilty, Pennington being recommended to mercy.

Asked if they had anything to say, why sentence should not be passed upon them, each of the prisoners said that she had nothing to do with any illegal operation.

Mr. Justice Hood said he thoroughly agreed with the verdict. The only conclusion he drew was that they had been carrying on this abortive transaction for some time. He sentenced each of the accused to death.

When sentence was pronounced several women in court rushed into the lobbies in tears. One of the condemned women, Elizabeth Cowley, has previously stood her trial on a similar charge before the Criminal Court, and on one occasion was actually convicted and sentenced to suffer the extreme penalty of the law. She escaped, however, on a legal point, which, being referred to the State Law Court, was decided in her favour. She was placed on trial again, and was acquitted by the jury.

The evidence called by the Crown on the last trial for murder showed that a girl, McCallum, had been in correspondence with the woman Long, or—to give her the name under which she practised as a herbalist—Yee Lee. Coming from Geelong to Melbourne, the girl had an interview with Long at Collingwood, and was then taken by the woman Pennington, according to the Crown evidence, to the house of Downey, at North Melbourne.

After sentence of death was passed, Downey appeared to have scarcely strength to descend the steps from the dock to the floor of the court, and she was received and supported by the warden to the door. Pennington followed, composed to all appearance; but Long seemed to be hysterical, and sobbed loudly until she was led away.

The Governments of New South Wales and Victoria have represented to the Prime Minister that the police may not be able to collect census paper in April.

To test the feeling of Parliament on the proposed visit of the British Association to Australia in 1913, £1000 will be placed on the estimates for the next financial year.

COMMERCIAL.

August 12th, 1 p.m.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Allagars	5/9
Anglo-Javas	11 1/2
Anglo-Malays	26 1/2
Balgownies	14
Baja Tigas	—
Bertams	7 1/2
Bukit Kajangs (pp.)	63 1/2
Bukit Rajabs	—
Carey Uniteds	23 1/2 prem.
Castledowns	120 1/2
Changkat Serdangs	5 1/2
Cheras (part paid)	5 1/2
Do. (fully paid)	5 1/2
Damansaras	167 1/2
Eastern Internationals	25 1/2 prem.
Fed. Selangors	—
Glenelays	32 1/2
Glenelchs	—
Goldendals	110 1/2
Golden Hopes	—
Highlands and Lowlands	21 1/2
Indragiris	5 1/2
Isch Koonaths	—
Jequies	—
Jonglandons	—
Kamunings	7 1/2 prem.
Kuala Lumpurs	192 1/2
Landrons (fully paid)	—
Landrons (ppd.)	—
Labus	—
Ledburys	80 1/2
Linggis	57 1/2
London Aialics	13 1/2
London Ventures	6 1/2
Merlimaus	7 1/2
Pajams	51 1/2
Pegohs	51 1/2
Rubber Trusts	33 1/2 prem.
Saggas	270 1/2
Sandycrofts	330
Sapongs	—
Seafelds	—
Sekongs	30 1/2 prem.
Shelfords	77 1/2
Singapore & Johores	51 1/2
Sumatra Paras	100 1/2
Sungei Chols	15 1/2
Sungei Kapans	15 1/2
Tanjongs	—
Tangkabs	37 1/2
Toeragies	3 1/2 prem.
Ulu Rantis	—
United Serdangs	121 1/2
United Singapore	51 1/2
United Sumatras	116
United Langkats	80 1/2
Para Rubber	8 1/2 per lb.

Tangkabs having called up 5/- per share are now quoted fully paid.

JULY RUBBER RETURNS.

Agents F. W. Barker & Co.	
Sandycrofts—0,341 lbs; against 5,782 lbs;	
total for six months 39,336 lbs; against 24,592 lbs.	
Renawang—0,350 lbs; against 837 lbs; total	
for six months 31,926 lbs; against 6,174 lbs.	
Singapore and Johore—1,780 lbs; against	
4,000 lbs; total for seven months 61,746 lbs;	
against 16,771 lbs.	
Klebargs—256 lbs.	
Meltons—1,081 lbs.	
Almas—850 lbs.	
Bata Tiga—8,463 lbs.	
Sengals—7,031 lbs.	
Glenelays—1,735 lbs.	
Ratanul—1,850 lbs.	

Agents Derrick & Co.

Telo Ansoni—680 lbs.

Agents Guthrie & Co.

Headwood—1,100 lbs.

Agents Evans & Co.

Ulu Pandan—475 lbs., total two months 885.

THE WEATHER.

On the 12th at 12.10 p.m.—The barometer has fallen slightly over the Loochoos; and risen moderately to slightly over China and at the stations around the China Sea.

A depression, which appears to have developed over the Lower Yangtze valley, has moved into the Eastern Sea.

The depression, lying off the S.E. coast of Japan yesterday, is moving away over the Pacific.

Pressure is still high over the Pacific to the N.E. of Japan, and also over the S. part of the China Sea.

Moderate variable winds may be expected in the Formosa Channel, and fresh S. W. to S. winds along the S. coast of China.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 2.40 inches.

FORECAST.
1.—Hongkong and Neighbourhood, S. W. and S. winds, fresh; equally, thunder storm.
2.—Formosa Channel, Variable winds, moderate.

3.—South coast of China between Hongkong and Lamook, Same as No. 1.
4.—North coast of China between Hongkong and Falmes, Same as No. 1.

Events Coming.

Saturday, 13th August.
Gymkhana, Race Course, 3.30 p.m.

Monday, 15th August.
Crown Land Sale, at P. W. D. 3 p.m.
Statutory meeting, Toeragie Rubber Co., 5 p.m.

Tuesday, 16th August.
Hughes & Hough, Auction Sale of Sundry Goods, at Naval Yard, 10 a.m.

Wednesday, 17th August.
Hughes & Hough, Auction Sale of Sundry Goods, at Naval Yard, 10 a.m.

Thursday, 18th August.
Legislative Council meeting, 2.30 p.m.

Saturday, 20th August.
Hongkong Bank meeting, City Hall, at noon.
Aquatic Club, V.R.O. 9 p.m.

COMMERCIAL.

RUBBER SHARE MARKET.

Hongkong, 12th August.

The continued heavy fall in the price of the raw material, quoted at 8 1/2 per lb., last week, to 7 1/2 for Para and 6 1/2 for Plantation Rubber on 10th inst., absolutely paralysed business in the share market and quotations dropped in sympathy. The further fall in prices was arrested yesterday when inquiries from London for sterling stock sent quotations up several points from the lowest rates touched earlier in the week. The rise of Para rubber to 8 1/2 per lb. to-day further helped to stiffen sterling-quoted shares, and the market closes with a decidedly firmer tone.

Business during the week, however, was restricted to the low-priced stocks, several transactions having taken place at current quotations. The downward slide of Singapore-dollar stocks continues unchecked and, generally speaking, they have reached a level so low as to become temptingly profitable investments. The remark applies, of course, to the companies already producing rubber, but not to those that have only recently emerged from the embryonic stage.

Anglo-Malays were sold as low as 23 1/2 during the early part but towards the close are higher with proba buyers at 25 1/2.

Allagars after sales at 5 1/2 are in demand at the slightly improved rate of 5 1/2.

Western Internationals have suffered a severe decline from 26 1/2 prem., last week's closing rate, to 25 1/2 prem., but at the close a sharp reaction has taken place bringing the price back to 25 1/2 prem. at which they remain fairly steady.

Linggis changed hands at 53 1/2 during the week but can now be placed at 56 1/2.

London Ventures have buyers from London at 6 1/2, with probable sellers at 7 1/2.

Merlimaus have been dealt in to a fair extent at between 7 1/2 and 7 3/4, closing with small inquiries.

Ledburys are at 8 1/2 and without business or report at 8 1/2.

London Aialics weakened to as low as 11 1/2 during the early part of the week but have since improved to 13 1/2, after sales at 12 1/2.

Tangkabs are on offer at 25 1/2 prem. with proba buyers at 23 1/2 prem.

United Serdangs have, fluctuated a good deal during the week, after sales at 127 1/2 and 127 1/2, they were sold to 110 1/2 with sellers, but are now firm with buyers at 123 1/2.

United Sumatras were sold at 11 1/2 and more can be had at 12 1/2.

Tanjongs have improved to 57 1/2 prem at which they keep fairly steady.

Bertams were reported sold at 6 1/2 and 7 1/2 during the week.

Balgownies have weakened further and buyers only offer 14.

Changkat Serdangs have declined to 5 1/2 at which price there are inquiries.

Ayer Panas are also weaker at 7 1/2.

Pajams have been sold during the early part of the week at 51 1/2 and later at 53 1/2 but at the close Singapore quotes 54.

Glenelays are nominally quoted at 32 with probable buyers from Singapore at 31 1/2.

Indragiris have further declined and can be placed at 5 1/2.

Pegohs have had a smart drop from 53 1/2 to 52 at which latter price they are in request.

Sandycrofts are wanted at the slightly lower rate of 33 1/2.

Singapore and Johore comes lower at 51 1/2, at which there are inquiries.

United Singaporeans have weakened to 51 closing in demand.

Ayer Kuningas are inquired for at 51.

Pantals can be sold at the reduced rate of 5 1/2.

Alor Gajahs are weaker at 5 1/2.

New Serendabs have eased down to 22 1/2 at which price they are in demand.

Advice of "Calls" on the following: Partly Paid Shares arrived by mail:—

Langkat Sumatras.—A final call of 2/- per share as effect from 9th May.

Lumut.—A call of 3/- making 13/- paid up as effect from 31st May.

Bukit Kajangs.—A call of 5/- making 75/- paid up as effect from 1st June.

Eastern Internationals.—A call of 2/6 making 26/- paid up as effect from 1st July.

Exchange.—The Banks' closing T.T. quotations are as follows:—

On London 9/9
" Shanghai 7/4
" Singapore 7/6

ELLIS & ELLIS.

SINGAPORE QUOTATIONS.

Messrs. Ellis and Ellis advise us of the receipt of the following telegraphic quotations from Singapore to-day:—

Alor Gajahs	5 1/2
Ayer Kuningas	5 1/2
Ayer Panas	7 1/2
Balgownies	14
Changkat Serdangs	5 1/2
Elphinstones	3
Glenelays	32 1/2
Indragiris	5 1/2
New Serendabs	22 1/2
Pajams	51 1/2
Pantals	5 1/2
Pegohs	53 1/2
Sandycrofts	33 1/2
Singapore and Johores	51 1/2
United Singapore	51 1/2

When the *Serapis* arrived at Manila on 6th inst. from Luang, Siam, she was at once levied upon by the sheriff of the city at the petition of Guillermo Hernandez to satisfy part of a large claim amounting to P47,000 that firm has against Oria Hernandez who, it is claimed, is the owner of the ship and the cargo. Soon after the seizure of the ship and its cargo valued at about P10,000 was made, Messrs. Birk Meyer and Company who also claim to be the owners of the vessel, entered a protest against the levy made and appeared in court to deposit a guarantee for the liberation of the cargo so that it may be landed. The claim is still before the court and will come up for trial this coming week.—Cebu News.

To-day's Advertisement.

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

IN accordance with the provisions of No. 121 of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND of 5% for the half year ending 30th June, 1910, on the Paid-Up Capital.

DIVIDEND WARRANTS payable on TUESDAY, the 30th August, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th to 30th August, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 12th August, 1910. 1540

BRITISH RUBBER INDUSTRY.

INTERVIEW WITH MR. C. ARTHUR LAMPARD.

Mr. C. Arthur Lampard, Chairman of Harrison and Crossfield, Ltd., the well-known tea and rubber firm, communicated some of his views on the general outlook for rubber to a member of the *Financial Times*.

"Commercially, synthetic rubber is impossible," said Mr. Lampard when asked as to its chances, "for in a few years' time the low cost of producing plantation rubber will render all opposition from a chemical substitute entirely unprofitable, even if it can be produced at all in large quantities, which I regard as being extremely doubtful. So far, all authentic records go to prove the entire failure of the attempts to produce rubber synthetically, in the latex of which, by the way, there is no mineral, its composition being entirely vegetable, and Professor Tilden's conclusion, after experiments extending over many years, that the only salvation for the rubber industry lay in cultivation, holds good to-day, and will do, no doubt, for all time. But it is on what I know will, a few years ahead, be our cost of producing. Plantation rubber is all respects as good, if not better, than so-called hard fine Para, that I base my statement that commercially the production of synthetic rubber is impossible and at the best only a dream of enthusiastic chemists who entirely ignore the practical side of the question."

THE GENERAL OUTLOOK.

"The outlook for cultivated rubber," Mr. Lampard observes, "has never been so bright as it is now. There is no disease which we have not mastered, no serious labour troubles to be feared, and while there is distinct room for improving our manufacture and making the most of our raw material, which is, I am convinced, identical with that produced in South America, the extreme youth of the industry must be taken into account, and what we have done in this short time must be indication of much better things in the future. In conclusion," said Mr. Lampard, "I would add that if the present fiscal policy of this country is maintained nothing can interfere with the wonderful progress of its commerce in general. Should, however, the folly of the people bring back Protection, it will rob us of our commercial supremacy and will cost us, financially more than any war, however disastrous or however expensive. I am not a politician, for I am too much engaged in other ways, but I have lived and worked in Protectionist countries and know what it means. This is a question far too important to be a party question; it should be made a national question, and then the real truth about and significance of Protection could be placed before the people of this country and they would realise that for the great mass Protection is nothing less than commercial slavery."

A NIGHT at cards ended in a loss of £1,700 to Mr. John Lamb, a rubber merchant, at 12 and 3, and, rather less, when, this amount was claimed from him on July 9, by Mr. L. de M. de M., a commission agent. De M. denied the debt, and pleaded the Gaming Act. Mr. Lamb's bill is now before the court.

Intimations.

Try our delicious
CORNED PORK,
CORNED BEEF
and
PRESSED BEEF.

THE
DAIRY FARM CO.,
LIMITED.

The "ASAHI" Brewery is situated near the "SUITA SPRINGS." These Calibrated waters are used in the manufacture of our beer.

Partly guaranteed.

(Note Price List.)

"ASAHI" & "SAPPORO"

Beer,

per case 4 doz. qts.

\$12.00

per case 8 doz. pils.

\$13.50

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 7 DAYS HONGKONG to VANCOUVER, SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"MONTEAGLE" TUESDAY, AUGUST 16TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 23RD.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.
"EMPRESS OF JAPAN" SATURDAY, SEPT. 17TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	
"MONTEAGLE" TUESDAY, NOV. 9TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 30 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line). The "Empress" Steamers are also available for passage to Europe via the Panama Canal.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application from agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class to Canadian and American Railways.

Via Canadian Atlantic Port.

Via New York.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. GRADDOCK, General Traffic Agent.

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For	Steamship	On
SHANGHAI & SWATOW & NINGPO, ESANG	.....	SATURDAY, 13th Aug. Noon.
TIENTSIN	CHEUNGSHING	TUESDAY, 16th Aug. Noon.
SHANGHAI	KWONGSANG	TUESDAY, 16th Aug. Noon.
SHANGHAI, KOBE & MOJI	FOOKSANG	FRIDAY, 19th Aug. Noon.
MANILA	LOONGSANG	FRIDAY, 19th Aug. 4 P.M.
SINGAPORE, PENANG & CALCUTTA, KUTSANG	.....	SATURDAY, 20th Aug. Noon.
MANILA	YUENSANG	FRIDAY, 26th Aug. 4 P.M.

RETURN TOURS TO JAPAN (Occupying 14 Days).

The steamers *Kiung Sang*, *Nam Sang* and *Fook Sang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light & a fully qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Shanghai, Tientsin & Newchwang.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.,
General Managers,
Telephone No. 215,
Hongkong, 12th August, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMER	TO SAIL
SAIGON	"HANGHONG"	13th Aug. Daylight.
CEBU	"ORIENT"	13th " Noon.
SHANGHAI	"ANHUI"	14th " Daylight.
ILOILO & CEBU	"KAIFONG"	15th " 4 P.M.
MANILA	"TEAN"	16th " 4 P.M.
SWATOW, CHEFOO & TIENTSIN	"HUICHOW"	17th " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"TAIYUAN"	31st " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chung*, *Zinan*, *Chienan*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo via through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Telephone No. 16.

Hongkong, 12th August, 1910.



HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Days	Captain	For	Sailing Date
ROBL	15th	R. Rodgers	MANILA	SATURDAY, 13th Aug. at Noon.
AMIRO	15th	A. Fraser	"	SATURDAY, 20th Aug. at Noon.

For Freight or Passage, apply to

SEEWAN TOMES & CO.,

General Managers,

Telephone No. 16.

Hongkong, 12th August, 1910.

Shipping—Steamers.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA & KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WEDNESDAY, 7th Sept. at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Shis, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSAI via SWATOW and AMOY	JOSHIN MARU Capt. Y. Yamamoto	MONDAY, 15th Aug. at Noon.
ANPING via SWATOW and AMOY	SOSHU MARU Capt. H. Murayama	WEDNESDAY, 17th Aug. at 10 A.M.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOCHOW during the two months of August and 1 September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING-RETURN.

1st Class	2nd Class	3rd Class
\$73.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cabins.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 12th August, 1910. T. ARIMA, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATE.
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	ATJUTA MARU, Capt. Wm. Thomson, Tons 5000 HITACHI MARU, Capt. N. Mathieson, Tons 7000 MIYASAKI MARU, Capt. F. Mural, Tons 9000	WEDNESDAY, 17th Aug. at Daylight. WEDNESDAY, 1st Aug. at Daylight. WEDNESDAY, 14th Sept. at Daylight.
VICTORIA, B.C., & SEATTLE	SAGO MARU, Capt. Horiuchi, Tons 7000	SATURDAY, 10th Sept. From KOBE.
VICTORIA, B.C., & SEATTLE	TAMBA MARU, Capt. K. Sato, Tons 7000 AWA MARU, Capt. S. Ishikawa, 1000 Tons	TUESDAY, 16th Aug. at 4 P.M. TUESDAY, 13th Sept. at 4 P.M.
SYDNEY & MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMATO MARU, Capt. M. Winkler, Tons 6000 YAWAT MARU, Capt. T. Sekine, Tons 5000	FRIDAY, 2nd Sept. at Noon. FRIDAY, 30th Sept. at Noon.
BOMBAY, Via SINGAPORE AND COLOMBO	BLIGO MARU, Capt. J. G. Parsons, Tons 7000	TUESDAY, 23rd Aug.
SHANGHAI, MOJI & KOBE	TOGA MARU, Capt. Y. Nomura, Tons 6200	WEDNESDAY, 17th Aug.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine, Tons 5000	WEDNESDAY, 31st Aug. at Noon.
KOBE and YOKOHAMA	KITANO MARU, Capt. F. E. Cope, Tons 9000	THURSDAY, 2nd Aug. at Noon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30th MAY, ENDING 30th SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN. KOBE RETURN. MOJI RETURN. NAGASAKI RETURN.

1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of rail between calling ports in Japan.

Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers. = Calling at Saigon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Queen's Road.

T. KOBUMOTO,

Manager.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BARATIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA," Captain Powell, carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 20th August, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Marmora*, to 500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Oceanic*, due in London on 2nd October, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Consignee and Value of all Packages are required.

For further Particulars, apply to
A. A. HEWETT,
Superintendent
Hongkong, 8th August, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through-Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE."

Captain Helms, will be despatched as above on SATURDAY, the 20th August, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents,
Hongkong, 30th July, 1910.

[15]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, HULL AND ANTWERP.

THE Steamship

"CARMARTHENSIRE."

Captain Daniel, will be despatched as above on or about 20th August.

This steamer has excellent accommodation for first class passengers at cheap rates, is fitted with Electric Fans in State Rooms, and carries a Doctor and Stewardess.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LD.,
Agents,
Hongkong, 9th August, 1910.

[15]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

STEAMER	TO SAIL
VICTORIA, VANCOUVER B.C., SEATTLE AND ADRIANA Via SHANGHAI, MOJI, KOBE AND YOKOHAMA.	19th Aug.

Steamer	Tons	Captain	On board
Redhill	3,889	H. E. Dowell	23rd Aug.
Suez	3,333	F. S. Cowley	27th Sept.
Kamerling	6,727	G. B. McGill	20th Oct.
Aymric	4,363	J. Boyd	20th Nov.

Calling at Amoy and Keelung if sufficient inducement offered.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents,
Queen's Buildings,
Hongkong, 9th August, 1910.

[15]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

Via PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

STEAMER	TO SAIL
FOR NEW YORK ONLY	19th Aug.

S.S. "DRAEMAR" (To sail hence on or about 25th inst.)

FOR BOSTON NEW YORK

S.S. "LENNOX" (On or about 3rd Sept.)

For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents,
Hongkong, 9th August, 1910.

[15]

Shipping—Steamer.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"CATHERINE APCAR," Capt. G. F. Hudson, will be despatched for the above Ports on TUESDAY, the 16th inst., at Noon.

For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents,
Hongkong, 11th August, 1910.

[15]

Consignees.

NORDDEUTSCHER LLOYD, BREMEN; IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GOEBEN," having arrived, Consignees of Cargo are hereby informed that their Goods, with a exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th of August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th of August, at 9.30 A.M.

All claims must reach us before the 20th of August, 1910, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELOHRS & Co., General Agents.

Hongkong, 9th August, 1910.

[15]

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Company's Steamship

"CARMARTHENSIRE,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are loaded.

Goods not cleared by the 13th instant, at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined at 9.30 A.M. on 19th instant. No claims will be admitted after Goods have left the Godown nor will they be recognised if not presented within 10 days of vessel's arrival here.

JARDINE, MATHESON & Co., Ltd., Agents,
Hongkong, 8th August, 1910.

[15]

FROM EUROPE.

THE H. A. L. Steamship

"SPEZIA,"

Captain Fane, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS ON CARGO Ex s.s. *Fonck* from

VISITORS AT THE HOTELS

RUBBER ESTATE RETURNS.

(All totals are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of Estates, returns for which in above list are incomplete, will help make the list more useful if they will kindly fill in the gaps.—Singapore Free Press.)

SYNOPSIS.

SHIPPING AND MAILS

The C. P. R. Co.'s s.s. *Empress of China* arrived at Kobe at 2 pm on Thursday, the 11th inst., and left again at midnight same day for

Shirring

Cleances at the Harbour Office
Pak-ho-pi, for Swatow.
Tjien-wei, for Batavia.
Hai-yang, for Swatow.
Wai-king, for Hongay.
Hag-oh-w, for Saigon.
Zuen-t, for Samarang.
Huick-w, for Canton.
Yuen-tong, for Mac's.
Rei, for Manila.
Dai-ki Ma-y, for Kobe.
O nga, for Manila.
Elna, for Wuwan.
Ten-kei, for Shanghai.
Yat-ling, for Bangkok.

Perpetrated
Aug. 12.

Haily ng, for Coast Ports.
Huichow, for Canton.
Onafa, for Manila.
Yumsang, for Manila.
Hangchow, for Saigon.
Tsimhi, for Sourabaya.
Cheuf, for Swatow.
Loyal for Hongay.
Dalzi Yarn, for Kobe.

Passengers arrived,
Per *Tosa*, from Macila—Mr. Walsh, Miss
Folchard, Mrs. Mahon and infant, Mr. and
Mrs. Knowles a d infant, Messrs. Freeman,
Rutten, Mr. and Mrs. Gibson, Messrs. R. S.
Bayanjo, V. Bayanjo, Mculder, Olsen, John-
son, Mrs. Fee and servant, Mrs. Fee child and
infant, Mr. Dugan, 83 Chinese, and 47 Fili-
pinoes.

Shipping Reports.
Str. *Haiman* from Swatow;—Variable light
wind cloudy rain

Str. *Kaifon*, from Cebu:—Mo'erate to strong to wind from Cebu toward Isl'd pass- age thence to Pongkong fresh wind and rough sea with overcast and showery weather.

Str. *Glenogle*, from Singapore.—Strong mon-
soon, with fine clear weather. Passed a
Cornish Boller, apparently intact, at 2.45 a.m.,
on Aug. 8th in Lat. 5 34 N. and Long. 106 34 E.

BOOK RETURNED

TAIKOO DOCKS.
Yochow at Quarry Bay Docks.
Shanghai " " "
Union " " "

Arrow, Br. 4-masted barque, 2,971, McIvor,
10th May—Anjer 8th April, Oil.—Standard
Oil &

Slater's Expedition

Vessel	From	To	Date
P. Waldem	Kobe	M. & Co.	Aug. 13
V. de la Clotat ..	Singapore ..	M. M.	Aug. 14
Fooksheng	Calcutta	J. M. & Co.	Aug. 14
Asutsu Maru	Shanghai ..	N. Y. K.	Aug. 15
Hercules	Portland	P. & A. Co.	Aug. 16
Kitsao Maru	Singapore ..	N. Y. K.	Aug. 17
Chiyo Maru	San F'cisco ..	K. K. Co.	Aug. 10
Kuansing	Calcutta	J. M. & Co.	Aug. 31
Aisla	San F'cisco ..	P. M. Co.	Aug. 23
Emp. of China	Japan	C. P. R. Co.	Aug. 26
Panama Maru	Tacoma	O. S. K.	Sept. 13

CHINA COAST METEOROLOGICAL REGISTER.
August 14th, 1912. 27.

Place	Aug. 11, 1901	Bar.	Th.	W.	Wind	W.
Vladivostok	7 a.m.	29.65	64	N	1	or
Namuro	6 a.m.					
Hakodate	"					
Tokio	"					
Kochi	"					
Nagasaki	"					
Kagoshima	1.33					
Oshima	"					
Naha	"					
Ishigakijima	"					
Bonin Is.	"					
Obofue	5 a.m.					
Wakhaivel	9 a.m.	29.57	83		0	o
Hankow	5 a.m.					
Kinling	"					
Shanghai	7 a.m.	29.55	84	NE	3	or
Gunfoo	"	29.55	80	"	3	cm
Sharp Peak	"	29.50	91	E	0	b
Amoy	6 a.m.	29.57	87	"	1	b
Swatow	"	29.57	80	SW	2	b
Taikoku	7 a.m.	29.59	91	"	3	"
Taiwan	"	29.61	88	SE	3	"
Kooshen	"	29.67	—	W	0	"
Pescadorees	"	29.63	—	SW	0	"
Ganton	9 a.m.	29.61	80	"	0	"
Hongkong	10 a.m.	29.61	80	NW	0	"
Victoria Peak	"			SW	4	"
Gap Rock	"	29.61	81	SW	1	c
Macao	"	29.66	84	SW	3	c
Whchow	9 a.m.	29.61	85	SW	1	c
Peikoo	"					
Philips	3 a.m.	29.55	86	SSW	3	c
Tourane	"	29.67	90	SE	1	c
G. St. James	"	29.82	81	SE	5	o
Apurri	6 a.m.	29.74	77	S	4	"
Manilla	10 a.m.	29.84	71	SW	1	o
Legaspi	9 a.m.	29.82	77	"	1	o
Bacelo	6 a.m.				3	c
Hilo	"	29.87	83	"	1	b
Laguna	"	29.87	83	N	1	b

August 12th, 1910, a.m.

Vladivostok	7	a.m.	29.61	67	95	W	1	07
Nemuro	6	a.m.	29.95	—	—	SE	1	—

Hakodate	31	29.67	-	-	K	6	-
Tokio	31	29.55	-	-	-	0	-
Kochi	31	29.58	-	-	NEW	I	-
Nagasaki	31	29.58	-	-	NEW	I	-
Kagoshima	31	29.54	-	-	-	-	-

Osaka	11	39.50			SW	F	1	
Oshima	11	39.53			E	F	1	
Naha	11	39.60			W	F	1	
Ishigakiima	11	39.64			W	F	1	
Boon Is.	11	39.69			NW	F	1	
Otsu	11	39.70						
Wakatsu	11	39.75	77	E6		O	b	
Hankow	11	39.75						
Kiukiang	11	39.75						
Shanghai ...	11	39.75	83	67	NNE	O	c	

Guthrie	...	29	54	84	75	WWE	1	cy
Sharp Peak	..	29	66	85	—	—	0	o
Amoy	.....	a.m.	29	60	80	87	aw	b
Swatow	.....	pi	—	—	—	—	—	—
Taihak	.....	pi	—	—	—	—	—	—

Talcahuano	A.M.	19 63	---	---	---	---
Talcahuano	"	19 68	---	---	---	---
Talcahuano	"	19 74	---	---	---	---
Koshun	"	---	---	---	---	---
Pescadores ..	"	19 68	---	---	---	---
Quintero	A.M.	---	---	---	---	---
Huanchaco	"	---	---	---	---	---

Victoria Peak	24.75	76	03	25.75	1	0115
Gap Rock	—	—	—	—	—	—
Macao	29.75	75	—	32	2	0115
Wachow	—	—	—	—	—	—
Hollow	—	—	—	—	—	—

20	71	88	-
19	88	82	-

Aparri	6	2.171	77	—	7	2	b
Manila	10	2.173	84	77	7	2	b
Laguna	6	2.123	70	—	7	2	b
Bacolod	9	2.171	—	—	7	2	b
Iloilo	7	—	—	—	7	2	b
Cebu	10	2.100	84	—	7	2	b
Suba	10	2.101	81	—	7	2	b

Post Office

Swatow—Per *Halmu*, 17th Aug., 9 A.M.
Swatow, Amoy and Anping—Per *Sooku*
arr. 17th Aug., 9 A.M.
Swatow, Chefoo and Tsingtau—Per *Hes-*
tow, 17th Aug., 4 P.M.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT.
dashcatch vessel...		700	4	5,000	Commander A. Lowndes	Wel-hai-wei
crusier, and class		4,360	10	7,000	Captain E. B. Kiddie	Shanghai
crusier, 1st class		9,500	14	32,000	Captain Pinkerton	Wel-hai-wei
river gunboat		710	6	900	Lt.-Comdr B. G. Washington	Shanghai
river gunboat		710	6	900	Lieut.-Commander E. H. Deane	Hongkong
sloop		1,070	6	1,400	Commander H. L. P. Heard	Shanghai
water tank and tug		300	—	—	Master E. West	Hongkong
sloop		1,070	6	1,400	Commander C. T. Barrett	Shanghai
torpedo boat destroyer		306	6	5,700	Lieut.-Commander G. B. Harford	Hongkong
crusier, 1st class		4,360	10	7,000	Captain John Nicholas	Shanghai
torpedo boat destroyer		375	6	4,000	Lieut.-Commander B. J. Gay, V.C.	Wel-hai-wei
torpedo boat destroyer		375	6	4,000	Lieut.-Commander H. B. Monroe	Wel-hai-wei
torpedo boat destroyer		380	6	3,900	Lieut.-Commander G. G. Haslecock	Wel-hai-wei
crusier, 1st class		9,500	14	32,000	Captain B. Farquhar	Wel-hai-wei
river gun-ast		616	6	1,200	Lieut.-Commander J. S. Ly	Yamaguchi
surveying ship		1,070	6	1,400	Captain F. C. Lowman	Borneo
armoured crusier 1st class		14,500	14	37,000	Captain Geo. C. Capley	Wel-hai-wei
crusier, 1st class		9,500	14	32,000	Captain L. E. Power, M.V.O.	Wel-hai-wei
river gunboat		185	2	200	Lieut.-Commander G. F. Lath	West River
river gunboat		85	2	140	Lieut.-Commander C. H. Woodward	Yangtze
torpedo boat destroyer		350	6	6,300	Commander H. Stevenson	Wel-hai-wei
river gunboat		85	2	140	Lieut.-Commander J. White	Hongkong
river gunboat		85	2	140	Lieut.-Commander E. J. Southby	West River
river gunboat		85	2	140	Lieut.-Commander J. M. Barter	Yamaguchi
torpedo boat destroyer		350	6	6,300	General W. Barlow	Hongkong
receiving ship		1,450	5	—	Commander H. Lyon	Hongkong
river gunboat		185	2	200	Lieut.-Commander H. R. Godfrey	Yangtze
river gunboat		185	2	200	Lieut.-Commander R. T. Atley	Yangtze
torpedo boat destroyer		355	6	6,300	Lieut.-Commander R. H. Thomas	Wel-hai-wei
surveying ship		320	4	450	Lieut.-Commander R. L. Hancock	Singapore
torpedo boat destroyer		360	6	5,900	Lieut.-Commander G. B. Harford	Hongkong
river gunboat		195	2	800	Lieut.-Commander B. R. Brooke	Yangtze
river gunboat		195	2	800	Lieut.-Comdr M. H. Wilding	Yangtze
river gunboat		195	2	800	Lieut.-Commander G. F. A. Mallock	Yangtze

Flying Flag of Vice-Admiral Sir Alfred L. Winslow, K.C.B., C.V.O., C.M.G., Commander-in-Chief

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
Arger	second class cruiser	4,330	22	5,100	Commander Delson	Chafes
Arges	river gunboat	180	6	570	Lieut. d'Alençon	Wuchow
Arctide	gunboat	637	10	900	Lieut. Falva	Shanghai
Arctique	a mounted cruiser				Commander Galt	San Pedro de Macoris
Arctique	river gunboat	170	6	500	Lieut. de Mandreville	Yagoua
Arctique	river gunboat	180	4	280	Lieut. Pouch	Tonkin
Arctique	steam-launch					Upper Yangtsé
Arctique	river gunboat	180	6	570	Lieut. de Garvilliers	Canton

† Flagship of Rear-Admiral de Castries, Commander-in-Chief.

[illegible]

*) Flagship of Rear-Admiral Jan Kerguelen
 27° 10' S 140° 40' E. 1740, 1741.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	OPTION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE DIVIDEND PERCENTAGE	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,000,000	\$2,028,918	£15/- for half year ending 31.12.09 @ ex 1/9th = \$15.11	5 %	\$250 \$249 1/2
National Bank of China, Limited	90,925	7	20	\$4,000 \$10,000	\$30,558	\$2 (London 2/6) for 1903	...	\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$150,000 \$100,000	none	\$10 for 1908	6 %	\$170 sellers
North China Insurance Company, Limited	10,000	15	25	Tls. 22,100 Tls. 22,100 Tls. 140,100	Tls. 207,573	Final of 7/6 making 15/- for 1908	5 %	Tls. 115 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$100,000 \$100,000	\$27,024	Final of \$30 per share, making 10/- all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909	6 %	\$245 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$100,000 \$100,000	\$7,707	\$12 for year ending 31.12.08 and interim of \$9 on account of 1909	7 %	\$200 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$100,000 \$100,000	\$418,400	\$6 and bonus \$2 for 1908	7 %	\$111 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$100,000 \$100,000	\$450,218	\$27 for 1908	8 %	\$350 sellers
SHIPPING.								
China and Malacca Steamship Company, Limited	30,000	\$25	\$25	\$7,743 \$230,000 \$100,000	Dr. \$3,717	\$15 for 1908	...	\$7 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100,000 \$250,000 \$100,000	...	\$1 for year ending 30.6.1908	...	\$27 sellers
Hongkong, Canton & Swatow Steamship Co., Ltd.	80,000	\$15	\$15	\$67,500 \$103,545 \$10,000	\$20,706	Final of \$24 for account 1910	8 %	\$31 1/2 sales
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	25	25	£128,100	£537.82	6/- for 1907 on Preference shares only @ ex 1/9 11/16 = 35.54	...	\$62 sellers
Do. Do. (Deferred)	60,000	25	25	£730,000	£192,994	36/- in 1907 per share (comp. No. 12) making in all 4/- for 1908 & interim of 1/- for acc. '09	5 %	91 1/2 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	21	21	£1,000,000 £7,450 £6,450	\$1,159	A dividend of 7 1/2 % for year ending 30.4.1910 & bonus of 5 %	5 %	\$24 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	...	...	...	4 1/2 %	\$12 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$120,000 \$2,820	Dr. \$8,090	\$10 per share for 1909	6 %	\$167
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$125,808	\$3 for 1907	...	\$26 sellers
Park Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,108	Tls. 10 for year ending 31.8.09	...	Tls. 800 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	25	25	£215,000 £84,890	£1,435	Final of 1/6 making 3/- for 1909	9 %	Tls. 16
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year	...	Pa. 10
Ramp Australian Gold Mining Company, Limited	150,000	21	18 1/2	£4,171	none	\$1 per share 19th div. 1901	5 %	\$7 1/2
Oriental Consolidated Mining Co., Ltd.	500,000	G. \$10	G. \$10	none	none	Final of Gold \$0.65 for 1909 in all G. \$1.15	...	41 1/2
Docks, Wharves & Godowns	...	...	...	...	...	...	...	...
Feawick (Geo.) & Co., Limited	18,000	\$25	\$25	\$25,275	Dr. \$8,460	\$1.75 for year ending 31.12.05	...	\$9 1/2 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$550,000 \$1,991 \$40,000	\$264,847	\$2 1/2 for 1909	4 1/2 %	\$54 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$28,443 \$221,000	\$23,765	Interim of \$1 1/2 for account 1909	...	\$50
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,251	Final of Tls. 3 making Tls. 6 in all for 1909	6 1/2 %	Tls. 76
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 697,257 Tls. 10,000 Tls. 15,000	Tls. 9,223	Final of Tls. 4 making Tls. 7 for 1909	7 %	Tls. 116
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000	Tls. 4,314	Tls. 6 for year ending 30.2.09	5 1/2 %	Tls. 101 sellers
Central Stores, Limited	50,123	\$15	\$15	\$750,000 \$4,075	\$24,611	\$1.20 on old and 60 cents on first new issue	8 %	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000 \$10,000	\$2,277	\$2.50 on old shares and 1.30 on new shares	8 %	\$104 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 \$20,000	\$2,277	for half year ending 31.12.09	7 %	\$20 1/2
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$20,000	\$5,471	Final of \$1 making \$7 for year end. 31.12.09	6 %	\$8 sales & 8 1/2
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	229	45 cents for 1909	6 1/2 %	\$38 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,525,045 Tls. 20,000	Tls. 62,069	Interim of Tls. 3 for 1910	6 1/2 %	Tls. 112
West Point Building Company, Limited	12,500	\$50	\$50	none	11,958	Final of \$1.85 making in all 3.80 per share for 1909	8 1/2 %	\$39 sellers
COTTON MILLS.								
Kwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 40,000	Tls. 10,991	Tls. 11 for year ending 31.12.09	8 1/2 %	Tls. 110
Hongkong Cotton Spinning, Weaving & Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 \$10,000	\$6,551	50 cents for year ending 31.12.08	8 %	\$5 sales
International Cotton Manufacturing Company, Ltd.	20,000	Tls. 75	Tls. 75	Tls. 1,500,000	Tls. 8,272	Tls. 7 1/2 for year ending 30.9.09	4 1/2 %	Tls. 57 1/2
Lach-Kang-mow Cotton Spinning & Weaving Co., Ltd.	5,000	Tls. 100	Tls. 100	none	Tls. 4,259	Tls. 6 for 1909	7 %	Tls. 68 1/2
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 12,172	Tls. 1,173	Tls. 25 for 1909	10 1/2 %	Tls. 240
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12 1/2	12 1/2	£1,500 NIL	£248	15 % per share for 1909	6 1/2 %	\$10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$10,000	\$21,128	60 cents for 1909	6 %	\$9 sellers
China Light and Power Company, Limited	50,000	\$5	\$5	none	5,602	10 cents for year ended 28.2.06	...	\$1.40 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000 \$10,000	\$1,250	80 cents for 1909	9 %	\$8 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$300,000 \$10,000	\$1,250	\$1.20 for year ending 31.7.09	6 1/2 %	\$19 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$10,000	\$4,000	Final of 40 cents making in all 75 cents per share for 1909	10 1/2 %	\$63 sellers
H. Price & Company, Limited	12,000	\$10	\$10	none	\$12,708	14 per cent. viz. \$1.40 for 1909	11 1/2 %	\$14 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000 \$10,000	\$7,016	A dividend of \$1.20 per share and a bonus of 10 cents	6 %	\$20 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$10,000	\$2,176	Final of \$3 for 1909	6 1/2 %	\$15 buyers
Hongkong Rose Manufacturing Company, Ltd.	60,000	\$10	\$10	Tls. 6,000 Tls. 6,000	Tls. 316,683	Final of \$1 making in all \$2 for 1910	9 %	\$21 sellers
Manichappi Estate of Milne, Bosch & Landbouwerij Maatschappij in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 61,244	...	2nd interim dividend of Tls. 12 1/2 for 1909	5 %	Tls. 1,390 1/2
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000 \$10,000	\$5,014	80 cents on fully paid shares and 8 cents on 1/- paid shares for year ending 30.6.10	5 1/2 %	\$14 sellers
Peak Tramways Company (new)	50,000	\$10	\$10	none	Pa. 12,640	None	...	\$11 buyers
Philippine Company, Limited	75,000	\$10	\$10	...	...	...	...	\$10 sellers
Shanghai-Samoa Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 14,810 Tls. 75,000	Tls. 1,350	Final Tls. 5 making Tls. 8 for 1908	2 1/2 %	Tls. 165 sellers
Societe des Papiers et Papeteries du Tonkin	15,200 Benefit shares 2,200	50 Halpung Nominal	25 Halpung Nominal	none	none	First year	...	\$30 sellers \$800 Hongkong currency
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$1,096	None	...	\$26
Steam Laundry Company, Limited	30,000	\$25	\$25	none	\$127.66	10 % for year ending 31st May 1910	12 1/2 %	\$14 sales
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000 \$10,000	\$11,956	60 cents for year ending 31.12.08	8 1/2 %	\$7 1/2 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000 \$10,000	\$14	60 cents per ord. share for year ending 31.5.09	5 1/2 %	\$12 1/2 sellers
Watkins Limited	10,000	\$10	\$10	none	\$1,041	25 cents for 1909	11 1/2 %	\$3 sellers and 3 1/2
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$10,000	\$2,013	None	...	\$7 1/2 sellers
William Powell, Limited	15,000	\$7	\$7	none	\$782	None	...	\$2 1/2 sellers

Intimations

COMPANIA GENERAL DE TABACOS
DE FILIPINAS

ESTABLISHED IN 1882. CAPITAL \$3,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the states of the Company.

SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETT & CO.,

AGENTS.

Denmarks Pride



HEYMANS BUTTER

SIEMSEN & CO., Sole Agents.

49

Hotels.

BAND I BAND II BAND III

AT THE

BELLE VIEW HOTEL,

SHAUKIWAN ROAD,

Telephone No. 907.

By kind permission of the Commander and Officers, the full Band of 10th Mahratta Light Infantry will play on the lawn at the above Hotel commencing from 5 p.m.

On SUNDAY, the 14th August.

Ice Drinks, Best Brands of Liquors served at tables on the Lawn or Verandahs.

Dinner a la Carte 7.30 p.m.

Dining Rooms can be reserved by telephoning to the undersigned.

All cordially invited.

W. GALLAGHER, Manager.

Hon. King, 10th August, 1910.

VIENNA CAFE COMPANY (1910)
LIMITED (RE-CONSTRUCTED),

QUEEN'S ROAD CENTRAL, OPPOSITE POST OFFICE.

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE).

Afternoon Teas, Ices, Light Refreshments.

Specially selected Brand of Wines, Spirits, Beers, etc.

An extensive modern Bakery.

A French Chef.

Hongkong 22nd July, 1910.

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Intimations

A TOO STABLE.

LEIGHTON HILL ROAD.

(next to No. 1, Police Station).

Has established a SHOEING FORGE at Leighton Hill Road where Horses and Ponies can be shod by EXPERIENCED SHANGHAI FARRIERS by arrangement. Shoeing of Horses and Ponies also undertaken at Kowloon on receipt of Owners' instructions.

Fees: At the Stable or anywhere else, Hongkong, 25 per animal.

At Kowloon, 25 per animal.

A TOO STABLE.

Leighton Hill Road.

Hongkong 22nd March, 1910.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR MEN

AND LADIES

HONGKONG

HONGKONG 22nd March, 1910.